

A Horrible Adventure.

The Paris Patrie sustains the well-earned reputation of the French press for producing sensational anecdotes, by contributing the following to that species of literature:— An adventure truly horrible, and which if made the subject of a melo-drama, would certainly be denounced as improbable, has just occurred in the environs of Viterbo, in the Pontifical States. A cattle dealer stopped at an inn on the road not far from the city. He seemed very well satisfied with the accommodation, and with himself, and he related to the innkeeper that he had just made an excellent bargain about some cattle, by which he had netted a sum of five thousand francs. After supper he started for the city, but had not gone far before he was attacked by three men who tried to get him down. He defended himself bravely, and succeeded in making his escape. He returned to the inn and related what had happened. At the same time he said he would sleep there, as he did not wish to fear another attack, to resume his journey until the next morning. Accordingly, a room was prepared for him, and he retired to bed and soon fell asleep. In the course of the night he awoke, and heard some one speaking outside the door. What he heard filled him with horror.

The inn-keeper was saying to some one, "Dig the hole deeper in the garden. I will bury him out of the window, and you can bury him at once." The traveller understood the situation at once. They were going to kill him, and the inn-keeper was in league with the murderers to share the plunder and conceal his body. He immediately rose and dressed himself, and, arming himself with a spade, which was standing in a corner of the room, he waited. It was not long before he heard some one approach the door. It was opened softly, and the cattle-dealer saw the inn-keeper about to step into the room. He immediately struck the wretch dead upon the floor with the spade.

The cattle-dealer then lifted up the body, and opening the window, beneath which he could perceive by the dim light three men and a pit dug for himself, he threw the body into the yard. The three men took up the body, which they did not recognize, and set to work to bury it. The cattle-dealer, without losing a second, crept down stairs, opened the door of the inn, and hurried off to give information to the Papal Carabines. They soon arrived at the scene of crime. The three accomplices of the murderer had not finished their dismal work, when he immediately arrested and recognized as the sons of the inn-keeper. It was they, doubtless, who, at the instigation of their father, had attacked the cattle-dealer on the road.

MINING IN ARIZONA.—A correspondent of the San Francisco Bulletin, who has been travelling in Arizona, gives some idea of mining affairs in that Territory in describing the Vulture mine, in which Eastern men are interested:—

"At Wickenburg I had the pleasure of seeing a rare sight—an Eastern miner, coming turning out bullion far above current expenses. It is refreshing to an old Pacific connoisseur to witness an operation of this kind. It strengthens his hopes in the future, and is a bright spot in Arizona. Like most all Eastern mining ventures, this was for a long time classed among the losing; and even now it is a wonder that it pays when all the circumstances are estimated. I doubt if any Pacific coast superintendent would to-day take the Vulture mine, mill and mill, and prevent its running in debt. Yet a clever Christian gentleman—B. Sexton of the Nutmeg State—is rapidly paying off the old debts of the company, making many improvements, and getting nearly all his ore from shafts and tunnels, in pursuance of a plan of development inaugurated and still continued. The company's ten-stamp mill is at Wickenburg, fifteen miles from the mine, which is reached by an ascending road for eight and a descending one for seven miles, the latter end following a narrow canon, beset with gorges on either side for about three miles, in any of which the Apaches can be concealed until the passer-by is within a few feet of them. Many attacks have been made in times not far in the past, and men killed and whole trains of mules captured. But for its inviting character to Indians, the road is pleasant to travel, and still the teamsters go over it willingly and take the chances.

"But, returning to the subject, over this road the ore is drawn to the mill, and every drop of water is conserved. Beyond Mr. Sexton's management it cost \$12, and so with the hauling of ore and water. Formerly supplies were purchased at retail in the local markets; now at wholesale with no extra cost but freight and commission; there were employed Mexican cooks at the mill, now Chinamen, and which the books show a monthly saving in the provision account of \$700.

"A corresponding recklessness formerly pervaded all branches of the business. Thousands upon thousands of dollars had been expended in superfluous machinery. Now management it cost \$12, and so with the hauling of ore and water. Formerly supplies were purchased at retail in the local markets; now at wholesale with no extra cost but freight and commission; there were employed Mexican cooks at the mill, now Chinamen, and which the books show a monthly saving in the provision account of \$700.

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secured. But how are monkeys caught? The ape family resemble man. Their vices are human. They love liquor and fall in Darfour and Sennar the natives make fomented beer of which the monkeys are passionately fond. Aware of this, the natives go to the parts of the forests frequented by the monkeys, and set on the ground calabashes of the enticing liquor. As soon as the monkey sees and tastes it, he utters loud cries of joy that soon attract his comrades. Then an orgie begins, and in a short time the beasts show all degrees of intoxication. Then the negroes appear. The drinkers are too far gone to mistrust them, but apparently take them for larger species of their own genus. The negroes take some up, and these immediately begin to weep and cover them with maudlin kisses. When a negro takes one by the hand to lead him off, the nearest monkey will cling to the one who finds a support, and endeavor to go off also. Another will grasp him, and so on, till the negro leads a staggering line of ten or a dozen tipsy monkeys. When finally brought to the village they are securely caged and gradually sober down, but for two or three days a gradually diminishing supply of liquor is given them, so as to reconcile them by degrees to their state of captivity.

PROPOSALS.

PROPOSALS FOR STATIONERY.

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE, WASHINGTON, August 1, 1870. SEALED PROPOSALS will be received at this office until the first day of September, 1870, at 12 o'clock M., for supplying the Assessors and Collectors of Internal Revenue throughout that portion of the United States lying east of the Rocky Mountains, except Montana and New Mexico, with the Stationery required for use in their respective districts for that part of the present fiscal year commencing October 1, 1870, and ending June 31, 1871.

There are in that portion of the United States for which proposals are solicited two hundred and twenty-eight collection districts, in each of which is an Assessor and Collector. These districts have been divided into geographical departments. Contractors are at liberty to propose to furnish Stationery to the officers of one or more of the Departments.

The following is a list of the States and Territories, and Districts in each, constituting the several Departments:— First Department.—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York. Number of districts, 50.

Second Department.—Pennsylvania, New Jersey, Delaware, Maryland, Virginia, West Virginia, North Carolina, District of Columbia. Number of districts, 54.

Third Department.—South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana, Texas, Tennessee, Arkansas. Number of districts, 32.

Fourth Department.—Kentucky, Ohio, Indiana, Illinois, Michigan, Wisconsin, Missouri, Iowa, Minnesota, Kansas, Nebraska, Colorado, Dakota, and Wyoming. Number of districts, 88.

No proposals will be considered unless accompanied by a bond, with sufficient sureties, in the sum of five thousand dollars (\$5000), approved by a United States District Attorney, on a form to be furnished by the Department, conditioned that the parties shall, in case of the acceptance of their bid, or any part of it, duly execute a contract with good and sufficient bonds for the due performance of the same.

The Commissioner reserves the right to consider and accept or reject each bid, item by item.

The bids should be addressed to the Commissioner of Internal Revenue, and indorsed "Proposals for supplying Stationery to Internal Revenue Officers."

Schedules of articles to be furnished will be forwarded from this office upon application, with conditions under which the articles are to be delivered.

J. W. DOUGLASS, Acting Commissioner.

ENGINEER OFFICE FOR HARBOR DEFENSES, UNION BANK BUILDING, BALTIMORE, MD.

SEALED PROPOSALS, in duplicate, will be received at this office until 10 o'clock noon of the 12th day of September next, for the removal of the following "OBSTRUCTIONS" from the channel of James River, Virginia, below Richmond, viz:—

At WARWICK BAR, about five miles below Richmond, wreck of three (3) small schooners, 60, 60 and 80 tons, old measurement.

At DIURY'S BLUFF, about seven miles below Richmond, wreck of iron-clad ram Fredericksburg, sunk with armor, guns, etc., on board; iron ramant Raleigh, 150 tons, old measurement; wreck with guns, etc., on board; war steamer Jamestown, wooden, 1200 tons, sunk with guns, etc., on board; steamer Curtis Beck, 400 tons, old measurement; schooners Wythe, 300 tons; Roach, 225 tons; brig, 150 tons, and a small schooner of about 50 or 100 tons, name unknown. Also, 15 or 20 cribs of timber and stone, each eight square, averaging 15 feet high.

At TRENTS, or GRAVEYARD REACH, about ten miles below Richmond, wreck of schooner Gale, 300 tons, old measurement; wreck of pilot boat Fines, 50 tons, old measurement.

Below AIKENS, or VARINA, about twenty miles from Richmond, 87 to 400 piles, part of remains of old bridge or wharf.

Proposals will be received for the removal of all the obstructions named above, or a portion, but no contract is to be made for the removal of any of the obstructions at each point as named above.

Each proposal must state the time within which the work will be finished, and the method or manner of removal proposed at each point, whether by blasting or otherwise.

Some of the wrecks are of considerable value, and are expected that the privilege of raising them will either be paid for by the contractors in money to the United States, or that their material will be taken in compensation for removing other wrecks which are worthless.

The right is reserved to reject any or all bids for any reason deemed sufficient by the undersigned.

Proposals will be opened at 1:30 P. M. of the 13th day of September next ensuing, in presence of such bidders as may choose to attend.

Forms of proposals to be had on application at this office.

Proposals must be in duplicate, endorsed "Proposals for Removing Obstructions from James River," each accompanied by a printed copy of this advertisement, and addressed to Col. W. P. CRAIGHILL, Chief Quartermaster's Office, Union Bank Building, Baltimore, Md.

RAILROAD LINES.

READING RAILROAD—GRAND TRUNK LINE. The Reading Railroad, Great Trunk Line, Philadelphia, Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, North-west, and West Coast.

SPRING ARRANGEMENT. Of Passenger Trains, May 16, 1870. Leave Philadelphia, at 7:15 A. M., for Trenton and Allentown, and at 10:30 A. M., for Reading, Pottsville, and Harrisburg.

MORNING ACCOMMODATION. At 7:30 A. M., for Reading and all intermediate stations, and Allentown, returning, leaves Reading at 7:30 P. M., arriving in Philadelphia at 9:20 P. M.

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at Reading with East and West Coast trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with Chesapeake Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland and Schuylkill, and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. At 4:15 P. M., for Reading, Pottsville, and Harrisburg. Leaves Pottsville at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M., returning, leaves Philadelphia at 4:50 P. M., arriving in Pottsville at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION. Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M., and 9:25 P. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:45 P. M., and at Pottsville at 9:20 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 10:30 A. M. Express trains leave Harrisburg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at 7:30 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:55 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 9:15 A. M., returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 8:30 P. M. train for Philadelphia, returning from Downingtown at 6:20 A. M., 12:45, and 9:15 P. M.

PERKIOMEN RAILROAD. Passengers for Schuylkill take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Downingtown at 6:20 A. M., 12:45, and 9:15 P. M.

COLLEGEVILLE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:50 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURGH AND BALTIMORE. Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:50 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh at 6:35 A. M. and 8:40 A. M., passing Reading at 7:25 A. M., and arriving in Philadelphia at 9:20 A. M. and 8:40 P. M. Sleeping car, accompanied by these trains through Jersey City and Pittsburgh without change.

A Mail train leaves New York at 12 P. M. and Harrisburg at 12:15 P. M. Mail train for Harrisburg leaves New York at 12 P. M.

TRAINS LEAVE POTTSVILLE. Leave Pottsville at 6:30 and 11:30 A. M., and 5:50 P. M., returning from Tamaqua at 8:35 A. M., 1:45, and 8:20 P. M.

TRAINS LEAVE HARRISBURG. Leave Harrisburg at 6:45 A. M. for Pinegrove and Reading, and at 12:30 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 8:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 4:50 P. M.

TICKETS. Through first-class tickets and excursion tickets to all the principal points in the North and West and Canada.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Reading and Pottsville Railroad, and by the following ticket agents:—

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, at 13th and Market streets.

COMMUTATION TICKETS.—At 25 per cent discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between any points, at \$47.00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

Excursion tickets on the line of the road will be furnished with cars outfitting themselves and wives to tickets at half fare.

Excursion tickets to Reading, Philadelphia to Reading and intermediate stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight cars, and by the Reading and Pottsville Railroad, at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., each car foot square averaging 15 feet high.

FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungans Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth Street, or at the Depot, THIRTEENTH and CALLOWHILL streets.

RAILROAD LINES.

1870.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK VIA TRENTON.

FROM WALNUT STREET WHARF. At 8:30 A. M., Accommodation, and 2 P. M. Express, via Camden and Trenton, to New York, via Camden and Jersey City.

AT 10 A. M. and 3:30 P. M., Accommodation, via Camden and Jersey City, to New York, via Camden and Trenton.

AT 11:30 A. M. and 5:30 P. M., Accommodation, via Camden and Jersey City, to New York, via Camden and Trenton.

AT 12:30 P. M., Accommodation, via Camden and Jersey City, to New York, via Camden and Trenton.

AT 1:30 P. M., Accommodation, via Camden and Jersey City, to New York, via Camden and Trenton.

AT 2:30 P. M., Accommodation, via Camden and Jersey City, to New York, via Camden and Trenton.

AT 3:30 P. M., Accommodation, via Camden and Jersey City, to New York, via Camden and Trenton.

AT 4:30 P. M., Accommodation, via Camden and Jersey City, to New York, via Camden and Trenton.

AT 5:30 P. M., Accommodation, via Camden and Jersey City, to New York, via Camden and Trenton.

AT 6:30 P. M., Accommodation, via Camden and Jersey City, to New York, via Camden and Trenton.

AT 7:30 P. M., Accommodation, via Camden and Jersey City, to New York, via Camden and Trenton.

AT 8:30 P. M., Accommodation, via Camden and Jersey City, to New York, via Camden and Trenton.

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RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 18, 1870. The train of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Trenton and Market streets thirty minutes before their departure. The Cheanut and Walnut street cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, or at the Depot, No. 118 Market street, will receive attention.

Mail Train TRAINS LEAVE DEPOT. 8:30 A. M. Paoli Accommodation, 10 A. M. and 12:30 and 7:10 P. M. Fast Line, 12:30 P. M. Erie Express, 2:30 P. M. Lancaster Accommodation, 4:10 P. M. Parkersburg Train, 5:30 P. M. Cincinnati Express, 8:40 P. M. Erie Mail and Pittsburg Express, 10:30 P. M. Way Passenger, 11:30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cheanut Express leaves daily. All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 118 Market street.

Sunday Train No. 1 leaves Philadelphia at 9:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 6:40 P. M.

TRAINS ARRIVE AT DEPOT. 8:30 A. M. Philadelphia Express, 9:30 A. M. Erie Mail, 10:30 A. M. Paoli Accommodation, 11:30 A. M. Parkersburg Train, 12:30 P. M. Lancaster Train, 2:30 P. M. Erie Express, 4:10 P. M. Erie Mail and Pittsburg Express, 5:30 P. M. Way Passenger, 6:30 P. M. Harrisburg Accommodation, 7:30 P. M. Cincinnati Express, 8:40 P. M. Erie Mail and Pittsburg Express, 10:30 P. M. Way Passenger, 11:30 P. M.

For further information apply to JOHN F. VANLIER, Ticket Agent, No. 118 Market Street, Philadelphia.

FRANCIS FUNK, Ticket Agent, No. 118 Market Street, Philadelphia.

The Pennsylvania Railroad Company will not assume any risk for baggage, except for Wearing Apparel, and limit its responsibility to one hundred dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND INDIAN RAILROADS, HUDSON RIVER, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT. Sixteen Daily Trains Leave Passenger Depot, corner of Berks and American streets (Sundays excepted), at 7:40 A. M. (Accommodation) for Fort Washington.

At 7:45 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverly, and in connection with the Erie Railroad for Buffalo, Niagara Falls, Rochester, Schenectady, Chicago, St. Paul, and all points in the Great West.

At 9:45 A. M. (Express) for Doylestown, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Schenectady, Buffalo, Niagara Falls, Rochester, Schenectady, Chicago, St. Paul, and all points in the Great West.

At 11:45 A. M. (Express) for Doylestown, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Schenectady, Buffalo, Niagara Falls, Rochester, Schenectady, Chicago, St. Paul, and all points in the Great West.

At 1:45 P. M. (Express) for Doylestown, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Schenectady, Buffalo, Niagara Falls, Rochester, Schenectady, Chicago, St. Paul, and all points in the Great West.

At 3:45 P. M. (Express) for Doylestown, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Schenectady, Buffalo, Niagara Falls, Rochester, Schenectady, Chicago, St. Paul, and all points in the Great West.

At 5:45 P. M. (Express) for Doylestown, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Schenectady, Buffalo, Niagara Falls, Rochester, Schenectady, Chicago, St. Paul, and all points in the Great West.

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